

within fifty feet of its front steps? And what is a potential subdivision site worth with a railroad running along its edge? As a farm, home or subdivision these properties may not be worth very much, but as potential industrial land the question may have different answers. These are the things that realators, attorneys and juries will have to decide and consequently the situation and the price will vary.

In attempting to arrive at a general estimate of the cost of right-of-way land the railroad's Reality Department was contacted along with the State's Highway Right-of-way Department, a local realator, utilities right-of-way specialist, an attorney that represents a utility company and an attorney that represents landowners contesting right-of-way action. Utility estimates were as much as \$17,000 per mile for an equivalent two hundred foot right-of-way and highway right-of-way costs in similar areas ran to over \$200,000 per mile. Assuming that a railroad has more of the character of a highway than it does of a gas or electric line it can be expected that the land costs will quite likely be at the \$100,000 per mile plus figure, which means that the 5.5 miles around Rocky Mount is going to cost in excess of \$500,000 and possibly a million dollars.

This cost then must be met before actual construction can begin. This expense or the bulk of it will have to be met through the efforts of the urban renewal funds set up for the central area development. Since this land acquisition is prerequisite to any track relocation and the track relocation is prerequisite to development on Main Street the criticalness of timing cannot be over emphasized.

New City Hall and Convention-Civic Center

As the city has grown so has its official responsibilities and so has its physical need for a larger office facility. In order to effectively handle and administer the departments within the city's government it will soon be necessary to